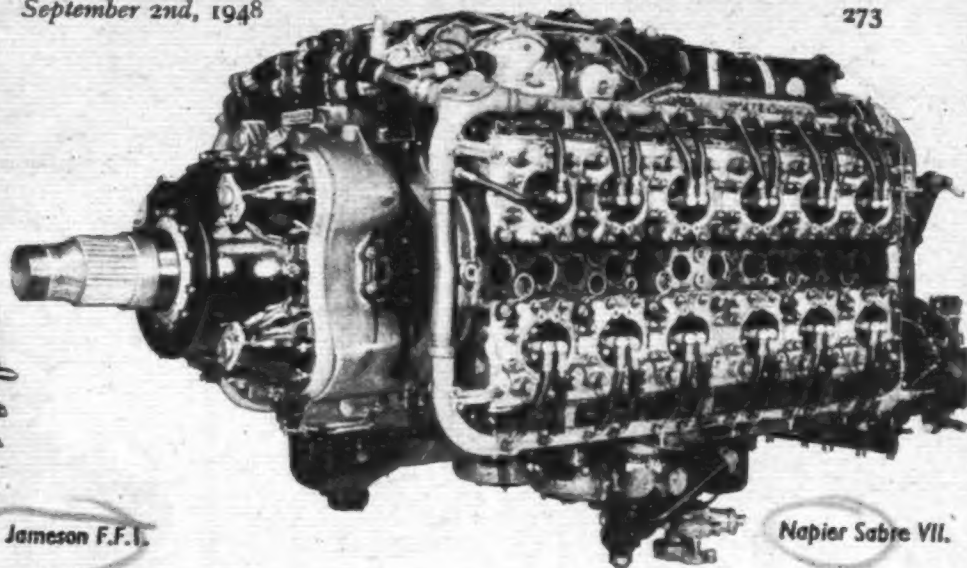


Jameson F.F.I.



Napier Sabre VII.

### Napier Sabre

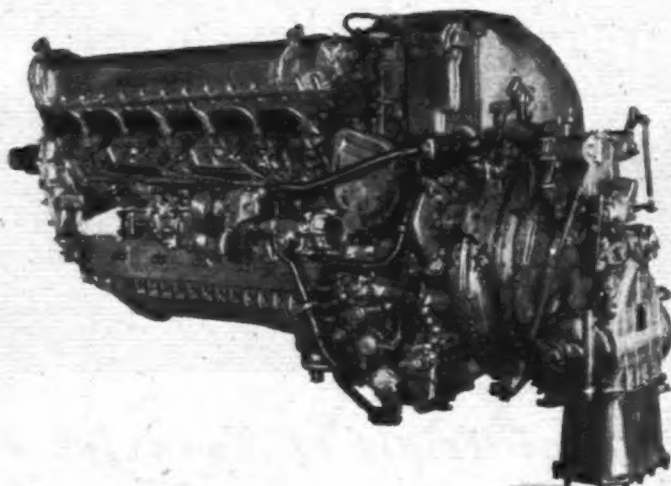
SINCE its first introduction as the most powerful piston engine produced in this country at that time, the extraordinarily compact and intricate Sabre design has continued to intrigue all who see it. The Sabre VII is still the most powerful liquid-cooled piston engine to be produced in large numbers in Britain and with water/methanol injection it gives 3,000 h.p. for take-off. These primarily military units are, however, in a power class which is rapidly being superseded by gas turbine designs. Unofficial mention has been made of the name of at least one later-type engine in addition to its turboprops in which the company is interested. No details have as yet been released but it is understood to be of the compounded type.

### Rolls-Royce Merlin, Griffon and Eagle

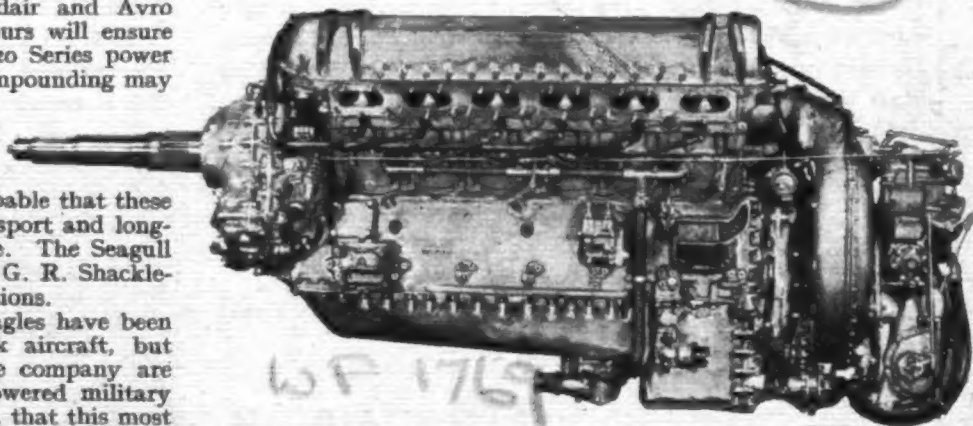
ALTHOUGH in a period of about twelve years the maximum power output of the Merlin has been almost doubled, there is still room for the further development of civil versions of this outstanding engine. As is well known, it was originally designed for our first-line fighters and light bombers of 1939 and 1940, but an enormous number of hours of civil operational experience has now been amassed, both in the bomber conversions and, more particularly, in Canadair and Avro transports. The recent order for Canadair Fours will ensure many more operational years for the Merlin 620 Series power plants, and it is possible that some form of compounding may be introduced in the future to augment power at altitude and improve fuel consumption figures.

A number of important military aircraft are still powered with Griffon engines, and it is probable that these units will continue to be installed in some transport and long-range reconnaissance-type aircraft in the future. The Seagull reconnaissance amphibian and the four-engined G. R. Shackleton offer two examples of recent Griffon installations.

Small numbers of the 24-cylinder H-form Eagles have been built for the Westland Wyvern Naval attack aircraft, but because of their gas turbine power units, the company are unlikely to proceed further with these high-powered military piston engines. It has been suggested, however, that this most powerful British piston engine (3,500 b.h.p. max.) could be developed for civil purposes should a need arise.



Rolls-Royce Merlin.



Rolls-Royce Griffon.

Rolls-Royce Eagle.

